

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET

SECURITY INFORMATION

COUNTRY	Korea	REPORT NO.	25X1A
SUBJECT	Truck Transportation in North Korea	DATE DISTR.	23 February 1953
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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

SOURCE: [REDACTED] 25X1X

1. Although the Military Affairs Committee of the North Korean government had issued an order that all vehicles except Soviet ZIS and KASTOBA¹ trucks be converted into charcoal burners by August 1952, and had directed that gasoline be issued only to ZIS and KASTOBA trucks, no North Korean vehicles other than a few in the rural areas had made this change by 15 October 1952. Prior to August 1952 these two makes of trucks had been issued to government factories and agencies.
2. On 10 September 1952 the Ch'ongjin trucking office was moved from Ch'ongjin to an undetermined spot in the Sokmak (approximately N 41-52, E 129-43) (EB-506366) area near Ch'odeal-gol (N 41-53, E 129-44) (EB-6137). This trucking office was established in Ch'ongjin in 1948 as a cooperative organization which included all truck drivers in the city. The drivers reported to the office daily for assignments. The cargo loading and fees were all handled by the office. In the beginning, the office retained 30 percent of all fees, with the remaining 70 percent going to the drivers, but as business increased the office retained a larger percentage until eventually the truck owners were forced to sell their trucks to the office and go out of business. At first the manager of the office and the clerks were appointed by the truck owners, but gradually the North Korean Labor Party (NKLP) gained control of the organization and only NKLP members were allowed appointments. The organization bought new Soviet trucks with the large savings that had been accumulated and hired only NKLP members as drivers. In September 1952 the drivers were receiving 1,200 won per month, plus a rice ration.

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1. [REDACTED] Comment. No information on the Soviet KASTOBA truck is available to this office.